

The Farm

Plenty of Good Milk.

The sow's value depends so largely on her ability to furnish plenty of good milk that we cannot afford to give her corn alone. She cannot give as much milk or good milk on corn alone as she can on half corn and an added portion of middlings, oats or other grain, with grass or clover or other vegetables. — Farmer's Home Journal.

Fever in Sheep.

A foundered sheep will be in a high state of fever and stiff all over. It will stand up but little and seem in great pain. Ordinarily sheep do not become foundered except when fed from a self-feeder and they are difficult animals to treat when they do overeat. The only remedy is to physic with Epsom salts or pure raw linseed. — Farmer's Home Journal.

Best Single Feed.

Corn is our best single feed for hogs, but it is too rich in fat and too poor in protein to make a harmonious and steady growth. Pigs fed corn alone thrive for a little while, get very fat and then seem to stop growing.

Farmers who feed corn to pigs that have all the grass or clover they will eat between meals have found that they can make good pigs without any other feed. — Farmer's Home Journal.

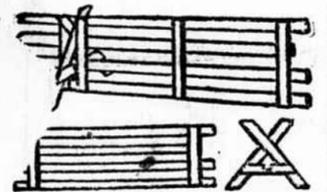
Cotton Seed Meal For Swine.

The supposedly toxic or poisonous effect of feeding cotton seed meal to pigs comes from giving it in too large amounts. Recent tests in Arkansas show good results to all ages of pigs if the amount is properly regulated. For continuous feeding the following allowances appear to be within the danger limit: Pigs under fifty pounds, one-quarter pound per day; pigs from fifty to seventy-five pounds, one-third pound per day; pigs from seventy-five to one hundred pounds, four pounds per day; pigs from 100 to 150 pounds, four and one-half pounds per day.

Where the cotton seed meal forms a part of the grain ration there should always be an equal amount of wheat bran to supply bulk. Cotton seed meal supplies the elements lacking in corn meal and may be fed profitably in connection with it at the rate of one part of the former to four to seven parts of the latter. It is never safe to allow hogs free access to cotton seed meal, hence it should always be mixed with the grain ration and fed so they will not get more than the amount stated.

Temporary Sloop Fence.

One of the best portable fences for use in stalling sheep is made in panels with supports, as shown in the sketch. Panels are ten feet long,



Movable Fence For Sheep and Hogs.

made of four-inch board solidly nailed together. After this fence is once put up, sheep are not likely to overturn it. A fence three and one-half feet high will run most flocks. — Farm and Home.

Poultry in the Garden.

In a bulletin from the Massachusetts station J. H. Robinson tells of many ways in which poultry may be useful in cultivated lands. In the cornfield until the ears are ripening; they will keep the asparagus bed in good tith and free from insects from the time the cutting is discontinued; raspberries and blackberries until fruit is ripening. On grass land where but one crop of hay is cut each year poultry may be kept on the land from the time the hay is taken off. Some of the best mowings I have seen in this State are those that are cut but once a year and poultry kept on them with the second growth so strong it really seemed a waste not to cut it. Of course too much poultry on grass land will ruin it. There is a medium where the land and poultry alike profit. An orchard furnishes an ideal place for poultry. It gives shade as well as a grass run, and the birds destroy many insects. Whether in field, orchard or garden the fowl that has an opportunity to do something for itself is saving labor for its owner, saving on the feed bill, and under proper restrictions is actually doing work which otherwise he would have to hire done. It is also keeping in good physical condition, and thus saving anxiety and extra care that go with unthrifty stock, to say nothing of the losses steadily occurring among such stock.

A Woman's Poultry Profits.

Goodman's Farmer tells this little story of a woman's success with poultry. Her way of not giving her husband away even to her husband is unusual for her sex: "I confess I never paid much attention to the hens my wife kept, and I thought I rather beneath a man to look after chickens, but my eyes opened to my wife's success. A farmer recently bought in our section that when I was asked to be made profitable, all these little leaks must be stopped.

short of ready cash after settling up the season's business. I don't like to borrow from the banks and had begun to believe I had to face a hard situation. One night my wife said to me: 'I can let you have some of my egg and chicken money to help you out.' 'Much obliged,' I replied, thinking she might have saved up \$25 or even \$50. But when she gave me her check for \$500 I felt like crawling under the barn. She had actually cleared up \$500 from her chicken yard in three and one-half years without saying a word about it. Do I look after the chickens now? Indeed, yes, and every man and boy on the place also has orders to carry out madame's wishes and give her all the help she needs in her care of the hens. I know they are money producers and that neither drought nor floods affect them."

Rotting of Tomatoes.

There has been a great deal of complaint about tomatoes rotting this year. It is a dry, black rot that attacks the blossom end about the time or just before the tomato begins to get ripe. Some people think it is caused by too much dampness when the tomatoes are close to the ground; or by vines being too thick. My experience is that it is dry weather and hot sunshine that causes them to rot, instead of the wet weather. When I trimmed my tomatoes to a single stem and tied them up to stakes, they rotted a great deal worse than they did when I let the vines run and fall down to shade the tomatoes. If you have noticed, those that come up "volunteer" around the fence where they are shaded from the sun are generally the first ones to get ripe and rot the least. So you see it is not because they are shaded that they rot.

What caused the tomatoes to rot so bad this year, I think, was on account of the hot sun and dry weather when they first began to ripen and before the vines had gotten thick enough to shade them. As soon as the rains came and the vines got rank enough to shade the tomatoes and keep them damp they quit rotting.

Nature knows what is best and has given the tomato a vine to cover her fruit from the burning sun. When we try to improve on nature by cutting away part of the vine to let in the sunshine we ruin the fruit if the weather is hot and dry. And the vines that are not trimmed will bear fruit of a better flavor, the tomatoes not being so strong and sour as they are when the sun shines directly on them.

This is my experience and we never fail to have plenty of tomatoes even when our neighbors have none. — L. O. H., in Indiana Farmer.

Saving Manure.

Referring to the loss of manure resulting from careless or thoughtless handling, H. Leigh Hunt tells Country Gentleman readers to bed cattle and horses, calves and pigs abundantly with straw, leaves or sawdust, both for the comfort of the animals, cleanliness, and for the absorption of manurial elements. For use directly in the cellars, muck, leaf mold from the woods, turf or dry earth are excellent. Sawdust is often the most easily obtained, but on land where root crops are to be raised it will, if very freely used, cause a fungus blight, or scab. Of itself it has little value, being usually of soft wood, but will absorb the liquids readily when dry, and this makes excellent bedding. Liquid manure is available at once, and the more quickly it is applied to the land the better; but the solids must go through a process of decay before they are ready for the plant. Manure on which hogs have run all winter is so valuable, largely on account of the working over that the hogs give it, when it is plentifully mixed with straw or other bedding material or a quantity of corn is thrown amongst it, its indigestion into particles is much hastened. Much handling improves manure, but it should never be allowed to dry in the sun. After being applied to the land, it should be harrowed in at once and thoroughly mixed with the soil to prevent loss. If left for days after spreading, as it often is, it dries and cakes and loses half its value. One who has never tried it will be surprised at the first trial to see the amount of manure wasted by turning the cows out at night during the summer. Knowing that they fed little during the night, I had my cows turned into a small, dry yard, where they could be in the fresh air, but could not wander. Each morning a man goes over the yard with a shovel and throws the droppings in a pile. A shelter of old boards on four green posts protects them from rain and sun. As often as needed, the heap is drawn out and used. This daily chore keeps the yard clean for the cattle to lie in at night, and saves many loads of fertilizer. It takes only a few moments of time each day. No manure loses more from exposure than that of poultry. It is very rich in ammonia, and this escapes into the air and goes to waste. Absorbents under the perches, and frequent, even daily, cleaning of the dropping boards, storing the manure in receptacles that largely exclude air, will insure a fertilizer of much more value than when the droppings are allowed to lie on the floor from month to month, as occurs in many henhouses.

If farming is to be made profitable, all these little leaks must be stopped.

HOUSEHOLD MATTERS

Apple Toast.

Core, peel and cut into slices six medium sized apples. Put two tablespoonfuls of butter into a saucepan, and when it is melted throw in the apples with half a cupful of sugar and two tablespoonfuls of water; stew the apples quickly, tossing them with a spoon. In the meantime cut several slices of bread and fry in melted butter until golden brown. When crisp, place the toast on a hot dish, sprinkle with powdered sugar and cover with the apples. — New York World.

Good Cornmeal Mash.

Put two quarts of water into a stew pan, and when it is boiling add a tablespoonful of salt and skim the light scum from the top. With the left hand pour in fresh cornmeal, either white or yellow, stirring continuously with a long wooden spoon in the right hand, and continue to add the meal gradually until it is as thick as can be stirred easily, or until the spoon will stand alone; stir it a while longer, and when the mash is sufficiently cooked, which will be in half or three-quarters of an hour, it will bubble and puff up. Turn it into a deep basin or large platter.

It may be eaten cold or hot, fried in cakes or as a garnish for meat; it makes an excellent cereal with sugar and cream for breakfast, or it may be prepared like macaroni, with eggs, milk and cheese, and baked. — New York World.

Apple Souffle.

Boil three ounces of rice in a pint of milk till tender, mash it to a pulp, line a cake tin with it and place it in the oven till quite firm and set. Turn it into a dish and fill the frame with a souffle made as follows: Stew five apples, sweetening and flavoring them with a little cinnamon or clove. Beat the yolks of three eggs with an ounce and a half of butter and mix them with the apples. Set on the fire for a few minutes in order to mix well together. Let the mixture then stand in a basin for a short while, add the whites of three eggs beaten to a stiff froth, and mix all together. Fill the rice frame with this and bake till a golden brown.

This makes a simple, old-fashioned dish which is both tempting and wholesome. Pare, core and quarter some apples overnight and place them in a fruit casserole with half a pound of sugar which has been previously dissolved in a teaspoonful of water. Let them get well heated, then draw the casserole to the side of the stove, taking care that the lid fits closely. Leave all night and the apples will be quite tender in the morning. — Philadelphia Record.

Squabs a L'Americaine.

Three squabs, four ounces of sausage meat, five ounces of cooked ham, one carrot, one turnip, one onion, two cupfuls of stock or water, one egg, bread crumbs, mashed potatoes, salt, pepper, grate of nutmeg and red pepper.

Split the squabs in halves and take out the backbone. Wash, prepare and quarter the vegetables, put them in a saucepan, lay the squabs on them, pour in the stock or water, cover the pan, and let the birds cook slowly for one hour. Then lift them on to a dish, place another over them with weights on it, and press them flat till cold. Rub the sausage meat through a sieve, and mix with it the finely chopped ham and seasonings.

When the squabs are quite cold spread a layer of this force over the cut side of each. Brush over each piece with beaten egg, and cover it with fine bread crumbs. Fry them in smoking hot fat till a golden color.

Have ready some hot mashed potatoes, arrange a bed of it down the centre of a hot dish, lay the squabs on this, pressing them down slightly into the potato. Then decorate the edge of the dish with mashed potato forced through a bag and rose tube. Strain round a little tomato or brown sauce.

If preferred some carefully prepared spinach might be used in the place of potatoes. — Philadelphia Press.



Tin jars of preserved guavas are eaten as a sweet for luncheon or served at dinner.

Wooden boxes of guava paste are served with crackers and cheese when the salad is passed.

Japanese boxes filled with spiced almonds may be used on the table instead of salted nuts.

Red Spanish peppers are kept in jars to be used as a salad with French dressing or in sandwiches for special occasions.

Jars containing a paste of chicken and truffles should be prepared to be spread thinly on bread and butter and served with a salad.

Cheese filled with nuts may be put up in glass jars. This is used for making sandwiches for afternoon tea or after-theatre suppers.

In cooking macaroni, rice, oyster stew or milk for a custard, by greasing the kettle with a little butter it will never stick.

Cups and dishes which have become brown by constant baking in the oven may be brightened and made to look like new by rubbing them with a flannel dipped in whiting.

Good Roads.

THE NATIONAL HIGHWAY FROM NEW YORK TO ATLANTA.

The Route Has Just Been Definitely Selected.

After a thorough inspection of the various routes between New York and Atlanta, the route for the "National Highway" between the two cities has just been definitely selected. The first public tour between North and South has just been held over this route. During the summer a thirty horse power steamer made three trips between New York and Atlanta over as many different routes, and with the aid of the data thus obtained the official route has just been marked out by the path-finding cars—a forty horse power steamer, using kerosene as fuel, and a twenty horse power gasoline car. The steam car started from New York on September 23 and made a record trip southward, reaching Atlanta on September 30. The gasoline car started northward from Atlanta, and the two machines met at Martinsville, Va., and from that point proceeded southward together.

This path-finding trip was the first extensive public road performance of the White gasoline car, and it made a splendid showing, keeping quite the same pace as its larger factory mate over the mountains of Virginia and through the sand, mud and fords of Georgia and the Carolinas. In such splendid condition was the gasoline car at the finish of its arduous 1100-mile journey that it was sold at a premium immediately after its arrival at Atlanta. The steamer also came in for its share of public attention, partly because it made the trip southward faster than it had ever been made before by a motor car, and partly because its use of kerosene as fuel was an innovation in much of the country through which it passed. The road directions covering the National Highway were compiled by R. H. Johnston, of the White Company, who drove

home an automobile ride over the good roads of New Jersey, New Hampshire, Rhode Island, Massachusetts, Connecticut and New York, to show them what sort of roads they ought to have in their native States. The automobile trip started from the Bellevue-Stratford Hotel at Philadelphia on Tuesday, September 22, under the auspices of Frederick Gilkyson, chairman of the New Jersey Highway Commission. Governor Fort was the guest of honor and delivered a short address on good roads to the party at lunch at the Bartlett Inn, Lakewood, N. J. The New Jersey trip ended September 23, and the party left on the night train for Concord, N. H., where the trip over the New England roads commenced. The Governor of New Hampshire accompanied the party part way. The route was from Concord to Nashua, Nashua to Boston, Boston to Providence and Providence to New Haven, and consumed four days. The State Highway Commissioner and a corps of engineers accompanied the party in each case to explain the roads. Mr. Yoakum accompanied the party on the New Jersey trip. Governor Draper, of Massachusetts, was tendered a dinner by the good roads party and members of the State Highway Commission in Boston.

The Current Issue, of Austin, Tex., commenting on Mr. Yoakum's plan, says:

"It is well known that on the graded roads in the States over which the party traveled, one horse will do the same work as three or four on the average roads of Texas or Oklahoma. In every State the commanding importance of good roads is recognized, but just what kind to decide on and how to go at the work to get the best results for the least outlay is a problem not so readily solved.

"In many localities road building is a new deal to the people. "In comparatively new States they have been so busy making a living,



the steam car from New York to Atlanta.

The route of the New York-Atlanta National Highway leads across Staten Island, then to Trenton, crosses the Delaware River at that point and thence proceeds to Philadelphia. From Philadelphia the route leads almost due westward to Gettysburg via Lancaster and York. At Gettysburg the route turns southward to Hagerstown, thence to Shepherdstown, West Virginia, and from there to Winchester. From this point the route follows the famous Shenandoah Valley pike to Staunton. From Staunton the route proceeds southward via National Bridge to Roanoke. South of Roanoke is a stretch of about fifty miles across the mountains where the worst roads of the entire route are encountered. As soon as the highway enters North Carolina better conditions are found, and there are good roads almost all the way across the State via Winston-Salem, Greensboro and Charlotte. Greenville and Anderson are the principal towns in South Carolina through which the route passes, and entering Georgia the route proceeds via Roston, Winder and Lawrenceville to Atlanta, the total distance from New York being 1050 miles.

Yoakum Takes Strong Stand For Good Roads.

The thousands of people who are giving careful thought and support to the Good Roads Movement in the United States will be interested in the following practical co-operation of Mr. Yoakum, who has vigorously maintained, for the Rock Island lines, that the interests of the highway and the railway are interdependent, and that those things which benefit one must necessarily benefit the other, has adopted some very practical and original methods to demonstrate his belief that the highway and the farmer are natural partners, and that the fullest success of each depends upon proper co-operation.

The following from one of the New York dailies indicates one of his methods of emphasizing the economic value of good wagon roads throughout the Southwest, which is served by his lines:

"E. P. Yoakum, chairman of the executive committee of the Rock Island-Prisco lines, gave a party of presidents of farmers' unions from Texas, Arkansas, Louisiana and Okla-

bringing new sections of country under cultivation, establishing homes and schools and churches and the various immediate necessities of civilized life, that they have managed to get along with any old kind of roads, kept up in the slum-and-jam way that marks all community road working a few days each year.

"But for several years there has been a disposition everywhere to secure something better.

"Commendable progress has been made, too, in various counties in this State, but all are forced to admit that good roads construction is only in the beginning stage here. The same is true of Oklahoma, Arkansas and Louisiana. Hence there could hardly be anything more conducive to a better understanding of the subject and to sharpening the interest of the people in it than such a trip over the Eastern pikes and graded highways by the heads of farmers' organizations as Mr. Yoakum has just personally conducted.

"There is no need in this connection to attribute to him any extraordinary altruism or philanthropy in what he has done.

"It is a practical business affair between business associates or partners, as he said at Tulsa.

"Of course, the farmers adjacent to his roads will get their products to the stations somehow over any kind of wagon ways; but Mr. Yoakum knows that first-class wagon roads stand for better farming, and for putting every available acre under the plow, for ease and facility in moving a crop encourages and stimulates the growing of more and better crops.

"The same section with good wagon roads will give the railroad more traffic out and in than with bad wagon roads.

"What builds up the country and utilizes its lands and resources to the best advantage also builds up the farmers' business, and no man knows this better than E. P. Yoakum.

"He advances the railroad's interests if he can help in advancing the farmers' interests.

"That's what he said in his notable address, and that is what he is trying to bring out in a sensible and practical way."

The attitude of the executive head of a great railway system is significant and should serve as a new impetus to so important a movement.

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the full confidence of the Well-Informed of the World and the Commendation of the most eminent physicians it was essential that the component parts of Syrup of Figs and Elixir of Senna should be known to and approved by them; therefore, the California Fig Syrup Co. publishes a full statement with every package. The perfect purity and uniformity of product, which they demand in a laxative remedy of an ethical character, are assured by the Company's original method of manufacture known to the Company only.

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The worth of a thing is what it will bring.—Portuguese.

HIS DAYS NUMBERED.

How a Youngtown Man Disappointed the Pessimists.

John H. Trube, 342 Harvard St., Youngtown, Ohio, says: "In spite of three different doctors I was getting worse, and was told I couldn't live six months. They called it Bright's disease. My limbs were swollen so badly I had to keep to the house for nine months. The urine was thick, passages were frequent and scanty and my head was sore and dizzy. I used Doan's Kidney Pills on the advice of a friend, found complete relief in time, and two years have now passed without a sign of kidney trouble."

Remember the name—Doan's. Sold by all dealers. 50 cents a box. Foster-Milburn Co., Buffalo, N. Y.

Letter Delayed 151 Years.

There is an unbroken rule that the cellar of the local postoffice shall be cleaned out once in every 150 years. The cleaner was not on to his job last year because, if he had been, he would have found the letter addressed to E. S. Merrill, Winchester, postmarked 1756, that M. J. McDonald discovered to-day in the debris. The old postmark shows the cellar hadn't been cleaned out in 151 years. —Winchester (Mass.) Special to the Philadelphia Record.

Short flax makes long throat.

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